



AMP CAPITAL

**MACQUARIE CENTRE REDEVELOPMENT
STAGE 1 CONCEPT DA**

ACCESSIBILITY REPORT

Morris Goding Accessibility Consulting

FINAL v1

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TABLE OF CONTENTS

1.	INTRODUCTION	3
1.1.	Background	3
1.2.	Site Description	3
1.3.	Development Proposal.....	4
1.4.	Objectives	6
2.	ACCESSIBILITY STATEMENT	7
2.1.	Accessibility of Design.....	7
2.2.	Standards & Regulations	7
3.	PROPOSED SCHEME ANALYSIS	8
3.1.	General	8
3.2.	Public Domain Design.....	8
3.3.	Tower 1 Design	9
3.4.	Tower 2 and Tower 3 Design	10
3.5.	Tower 4 Design	11
3.6.	CONCLUSION	11
4.	APPENDIX - PROFESSIONAL CV	12

1. INTRODUCTION

1.1. Background

This report has been prepared on behalf of AMP Capital (AMPC) in support of a Stage 1 Development Application (DA) for the mixed use redevelopment of Macquarie Shopping Centre (Macquarie Centre). The Stage 1 DA seeks concept approval for the redevelopment of Macquarie Centre by establishing:

- Building envelopes and design parameters for future development on the site, including the proposed uses within the podium and tower components.
- The distribution of floor space across the site.
- Future pedestrian and vehicle connections to and within the site.

This report supports the proposed future redevelopment of the Macquarie Centre in relation to accessibility under the objectives of the DDA and the requirements of the DDA Premises Standards 2010. This report will provide a statement of accessibility commitments that the project will work towards.

1.2. Site Description

Macquarie Centre is approximately 11.25 hectares in area and is located at the corner of Waterloo Road, Herring Road and Talavera Road, Macquarie Park. The site is legally described as Lot 100 in DP 1190494.

The site is bound by Herring Road to the north west, Talavera Road to the north east, commercial uses to the south east and Waterloo Road to the south west. Located within the Macquarie Park Corridor, the site has excellent access to public transport, situated immediately adjacent the Macquarie University Railway Station and the Herring Road Bus Station. Located between the M2 Hills Motorway and Epping Road, the site also enjoys excellent vehicle connectivity.

Macquarie Centre was originally constructed in 1981. The centre has undergone various stages of redevelopment and extensions. A major refurbishment occurred in 2000, 2003 and most recently in 2014, creating a fresh food court, David Jones expansion, addition of second full line supermarket (Coles), a value supermarket (Aldi), with new speciality food and convenience stores. Today Macquarie Centre is the largest shopping centre in NSW and the 8th largest shopping centre in Australia and includes a wide range of retail, entertainment and service offerings.

The shopping centre currently spans five levels accommodating 368 stores, including major retailers such as David Jones, Myer, Target, Big W, Aldi, Coles and Woolworths. The centre also houses a large number of mini major international retails stores including H&M, Zara, Uniqlo, Forever 21, GAP and Sephora. A number of entertainment offerings exist in the centre including a cinema complex and ice skating rink. The site currently has a gross floor area of 170,850m² and accommodates 4,755 car spaces.

1.3. Development Proposal

The Stage 1 DA seeks concept approval for the mixed use redevelopment of Macquarie Centre under s.83B of the Environmental Planning & Assessment Act 1979. The first stage will seek concept approval only for:

- Mixed use development to enable a range of land uses. The final mix of land uses will be subject to and determined under the relevant Stage 2 detailed DAs.
- Building envelopes for the proposed basement, expanded podium and tower forms.
- The four tower envelopes fronting Herring Road will have maximum heights ranging from 90m and 120m above existing ground level. The building envelope for Tower 1 is of sufficient dimensions to accommodate alternate tower forms.
- Maximum additional gross floor area (GFA) of 148,000sqm.
- The new retail podium along Herring Road will replace the existing structure. This will provide an active frontage with separate pedestrian entries to Herring Road and the creation of a vibrant atrium space.
- The creation of ‘Station Plaza’ between the train station and shopping centre, framed by active uses and a landmark building known as the “Shard”.
- The building envelopes for the proposed basement and upper levels of the expanded podium will accommodate a maximum of 2,175 additional car spaces.
- New vehicle and pedestrian access points.

The Stage 1 DA does not seek approval for

- Any works, including demolition, excavation, construction and public domain improvements.
- The final arrangement of land uses.
- Layout, mix and number of residential units.
- A specific number of car spaces (as this will be determined having regard to the final mix of land uses).
- The design of the building exteriors including facades and roofs.
- Public domain and landscape design.

Such approvals will be sought via subsequent development applications following receipt of development consent for the Stage 1 DA.

The overview of the indicative mix of land uses within the proposed building envelopes is identified in Table 1 below.

- Table 1 – Overview of Indicative mix of land uses

Component	Proposed
Basement	<ul style="list-style-type: none"> Loading docks, car parking and associated vehicle circulation, waste rooms, utilities, future connection to existing train station (subject to consent from RailCorp) and retail premises.
Podium	<ul style="list-style-type: none"> Retail premises, commercial premises, food and drink premises, entertainment facilities, recreation facilities (indoor), recreation area, car parking and associated vehicle circulation, community uses (subject to further discussions with Council) and communal open space associated with the towers.
Tower 1	<ul style="list-style-type: none"> Mixed use development comprising commercial premises and/or residential accommodation and/or serviced apartments above a retail podium.
Towers 2, 3 and 4	<ul style="list-style-type: none"> Mixed use development comprising residential accommodation and/or serviced apartments above a retail podium.

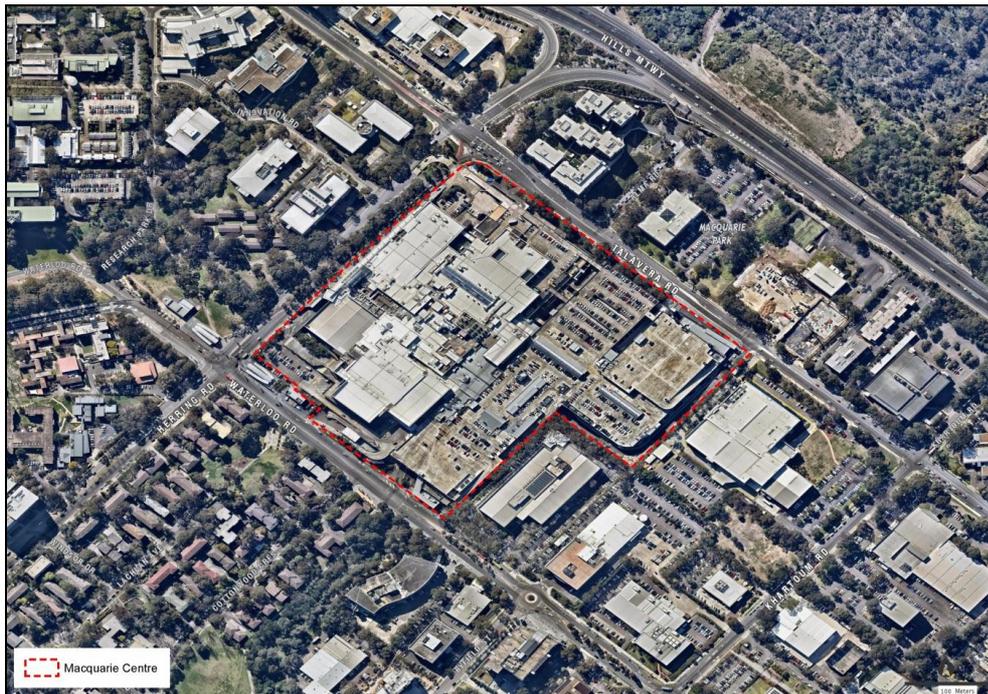


Fig1 - Aerial Photograph

1.4. Objectives

This Accessibility Report proposes a Statement of Commitments that considers operational modes and user groups in relation to the Macquarie Centre Stage 1 DA. The user groups will include members of the public, visitors, residents and staff members.

The Statement of Commitments attempts to deliver equality, independence and functionality to people with disabilities inclusive of:

1. People with sensory impairment;
2. People with mobility impairments; and
3. People with dexterity impairments.

The Statement of Commitments seeks to provide compliance with the DDA. In doing so, it attempts to eliminate, as far as possible, discrimination against persons on the ground of disability.

2. ACCESSIBILITY STATEMENT

2.1. Accessibility of Design

The proposed design will utilise the Federal Disability Discrimination Act (DDA), Disability (Access to Premises – Buildings) Standards 2010, BCA/DDA Access Code, AS 1428 Series to develop appropriate design documentation, to provide reasonable access provisions for people with disabilities.

The Project Architect and an appropriately qualified accessibility consultant will examine key physical elements during design development stage, to identify physical barriers and incorporate solutions as a suitable response to disability statutory regulations.

The design will be developed to ensure the principles of the DDA are upheld. Under the DDA, it is unlawful to discriminate against people with disabilities in the provision of appropriate access, where the approach or access to and within a premises, makes it impossible or unreasonably difficult for people with disabilities to make use of a particular service or amenity.

The design will comply with the requirements of the DDA Access to Premises Standards and include requirements for accessible buildings, linkages and the seamless integration of access provisions compliant with AS1428.1-2009. The developed design will consider all user groups, who include members of the public, visitors, and staff members.

2.2. Standards & Regulations

The statutory and regulatory guidelines to be encompassed in the developed design to ensure effective, appropriate and safe use by all people including those with disabilities will be in accordance with:

- Federal Disability Discrimination Act (DDA);
- Disability (Access to Premises – Buildings) Standards 2010;
- Building Code of Australia (BCA) Part D3, F2, E3;
- AS 1428.1:2009 - (General Requirement of Access);
- AS 1428.4.1:2009 - (Tactile Ground Surface Indicators);
- AS 1735.12:1999 - (Lift facilities for persons with disabilities); and
- City of Ryde Development Control Plan 2014 (incl; Part 9.2: Access for People with Disabilities)

3. PROPOSED SCHEME ANALYSIS

3.1. General

The proposal consists of 4 towers (Tower 1-4) fronting onto Herring Road. The towers have a base/podium consisting of two to three levels of retail. The public domain consists of several pedestrian linkages through the retail podium, forming retail malls and public plaza areas.

3.2. Public Domain Design

The design will address the overall precinct connectivity by the creation of accessible site linkages. There are proposed two pedestrian accessible paths of travel from Herring Road at pedestrian level through to the retail atrium areas, these pathways will be activated by retail and also connect back to existing retail and car parking areas. The new public domain will be universally accessible for all members of the public. There will be accessible paths of travel from the Waterloo Road and Herring Street corner via the Station Plaza and Tower 1 Foyer and retail areas; this will provide an upgrade to the pedestrian areas around the station.

The developed design of the new public domain areas will provide a consistent accessible environment through detailed design and planning, resulting in a network of integrated accessible paths of travel. This will include the provision of appropriate continuous accessible paths of travel, circulation areas, way finding signage, lighting, seating, handrails, stair, ramps, accessible services and amenities, and accessible pedestrian linkages.

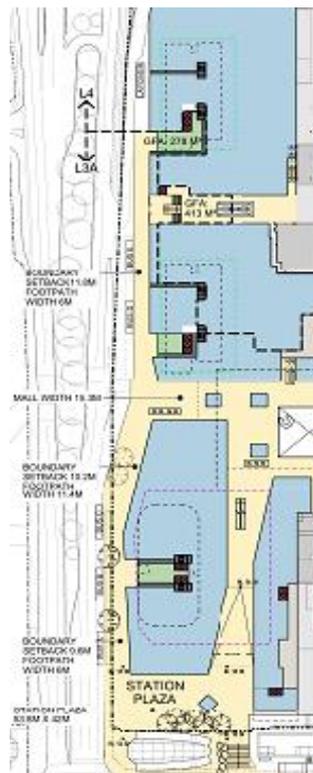


Fig 2 - Herring Road at Pedestrian Level

3.3. Tower 1 Design

The current scheme proposes the location of Tower 1 to address the corner of Waterloo Road and Herring Road, the location of the main entrance engages the Station Plaza and Herring Road.

The developed design of the building will provide a consistent accessible environment through detailed design and planning of a new integrated accessible network of paths of travel.

The provision of lift access will provide continuous accessible paths of travel from the ground floor foyer to all upper levels of commercial uses and residential apartments over and to all car parking levels below.

This accessible design will include the provision of appropriate accessible circulation areas, signage, handrails, stairs, ramps, lifts, adaptable units, car parking, accessible toilet facilities, and accessible pedestrian linkages in accordance with the DDA Premises Standards and the City of Ryde Development Control Plan 2014.



Fig 3-Tower 1, Commercial Entrance

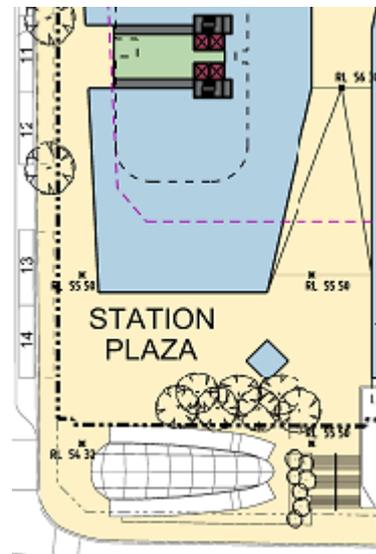


Fig 4-Tower 1, Residential Entrance

3.4. Tower 2 and Tower 3 Design

Currently Herring Road is the main address and entrance location to the residential foyers of Tower 2 and Tower 3.

The developed design of the building will provide a consistent accessible environment through detailed design and planning of a new integrated accessible network of paths of travel.

The provision of lift access will provide continuous accessible paths of travel from the ground floor foyer to all upper residential apartments and student housing floors over and to any common areas provided and to the car parking levels below.

This accessible design will include the provision of appropriate accessible circulation areas, signage, handrails, stairs, ramps, lifts, accessible toilet facilities, ambulant cubicles, accessible SOUs, adaptable units, accessible services, amenities, car parking and accessible pedestrian linkages in accordance with the DDA Premises Standards and the City of Ryde Development Control Plan 2014

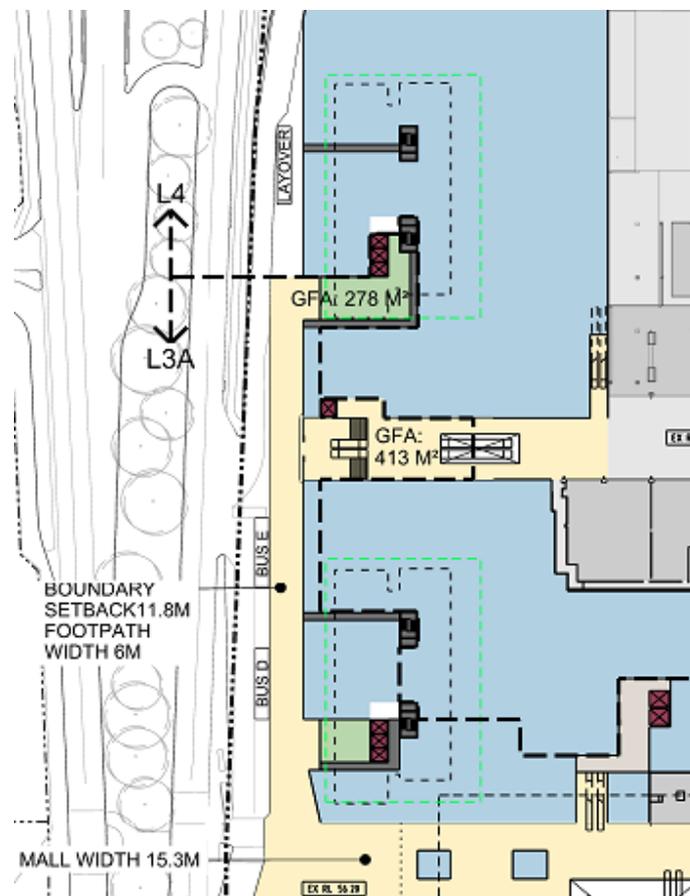


Fig 5 - Tower 2 and 3 Main Entrance –Herring Road

3.5. Tower 4 Design

Tower 4 is the northern tower and is proposed to be a residential tower. It addresses the corner of Talavera Road and Herring Road. The main entrance is located from Talavera Road via a paved entry plaza and proposed residential vehicular road. The new integrated paths of travel will be provided from the pedestrian footpaths to the entrance foyers where the provision of lift access will provide continuous accessible paths of travel from the ground floor loop road to the common areas above and to all upper residential apartments over and to the car parking levels below.

This accessible design will include the provision of appropriate accessible circulation areas, signage, handrails, stairs, ramps, lifts, adaptable units, car parking, accessible toilet facilities, and accessible pedestrian linkages in accordance with the DDA Premises Standards and the City of Ryde Development Control Plan 2014.

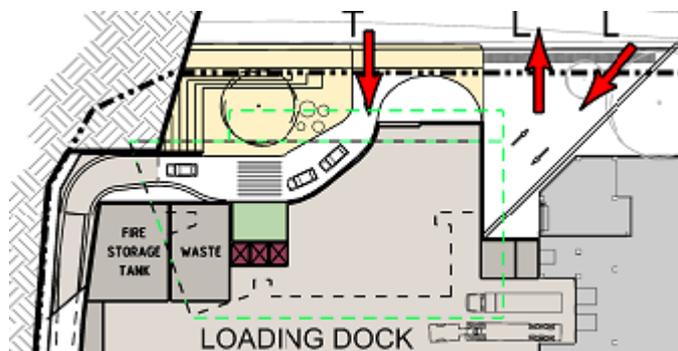


Fig 6 – Tower 4, Pedestrian Entrance



Fig 7 – Tower 4, Pedestrian Entrance, Section

3.6. CONCLUSION

MGAC has assessed the proposed scheme of the Macquarie Centre Stage 1 DA. The drawings indicate that accessibility requirements, pertaining to site access and common area access, can be readily achieved. It is advised that MGAC will work with the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.

4. APPENDIX - PROFESSIONAL CV

DAVID GODING

Director
Morris Goding Access
Consulting



Access Consultant (B Civ Eng, GDip Man, ACAA)

QUALIFICATIONS

Bachelor of Civil Engineering
 Graduate Diploma Business Management

SPECIAL EXPERTISE

- Strategic Advice
- Schematic/Concept Design,
- Development Design
- Detailed Design & Documentation
- Construction Inspection
- Expert Reports

SELECTED PROJECT EXPERIENCE

- Ivy Nightclub, 320 George Street
- Mean Fiddler Hotel
- Bondi Junction Hotel
- Zeta Bar, Hilton Hotel
- Viridian Resort, Noosa
- Sydney Boulevard Hotel
- The Cross Potts Point
- Ayers Rock Resort – Luxury Tents
- Lost Camel Hotel Redevelopment
- Radisson Hotel Access Review
- Pier Cairns Hotel Access Review
- Headland Hotel Access Review
- Intercontinental Hotel Sydney
- Sydney Hilton Hotel – Access Review and Advice
- Ayers Rock Resort Access Audit

EXPERIENCE

David Goding is director of Morris Goding Accessibility Consulting. David is an expert in accessibility of the built environment and is regarded as one of the pre-eminent access consultants in Australia.

David has provided specialist service to clients throughout Australia, New Zealand, Pacific Countries, Dubai and China. He is a qualified Civil Engineer with over 15 years experience in the building industry and a full member of the ACAA.

David's skill and expertise in complex projects has been integral part in hundreds of successful developments such as commercial, residential, retirement villages, sports stadiums, hospitals, industrial, airports, educational, heritage, hotels, cultural facilities and shopping centres.

The core of David's philosophy rests with logical, practical solutions to progress projects in the most effective way whilst maintaining the seamless integration of access and the demystification of disability.